

Community and Stakeholder Engagement

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185th Street Station Subarea Plan

Public involvement has been important and integral to the development of the 185th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 185th Street Station Citizen Committee (185SCC), which formed prior to the City initiating a formal subarea planning process, and is open to anyone in the community. Development around the new light rail station has the potential to provide Shoreline citizens greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process has also worked to build public support for a long term approach to growth and change in the subarea.

Overview of the Public and Stakeholder Involvement Plan

At the outset of the planning process, the City developed a Public and Stakeholder Involvement Plan to provide a framework for engaging the Shoreline community and key stakeholders in developing the subarea plan. A primary objective of the plan has been to engage the community in meaningful ways throughout the duration of an open and transparent planning process.

The Public and Stakeholder Involvement Plan contains key messages, a discussion of the proposed planning and involvement process and timeline, a summary of participants in the process, a description of methods for involvement, and suggestions for monitoring success of the plan on an ongoing basis. The plan also integrates the ongoing related activities of other groups and entities focused on station subarea visioning and regional transit-oriented development.



Korean Community Meeting



Goals for Community Engagement

Overarching goals for community engagement during the planning process have included the following.

- ▶ Provide hands-on, interactive methods for community involvement that enable citizens and other stakeholders to help shape the station subarea plan.
- ▶ Provide opportunities and venues for input and comment throughout the duration of the planning process.
- ▶ Involve and engage the full diversity of community interests, including those in the immediate station subarea, as well as the broader community, and current residents as well as those who may live here in the future.
- ▶ Build community awareness about the coming of light rail service, the potential for change in land use around the station areas, and how this change may occur incrementally over time.
- ▶ Reach out to regional interests and other communities to learn about their efforts related to promoting and building transit-oriented communities.

Key Messages

Key messages conveyed to participants throughout the planning process and via a variety of communications and supporting materials have included the following.

- ▶ Change is coming to the light rail station subareas, and this is the community's chance to get involved and to help shape that change.
- ▶ Change in the station subareas will happen slowly and incrementally. While the light rail station and related improvements are scheduled to be completed by 2023, redevelopment in the station subareas will happen by gradually, over decades.
- ▶ The community will be engaged in helping to define a vision and plan for change in the station areas that explores different timeframes, including the near term, the next twenty years, and beyond twenty years.
- ▶ Developing a strong vision and plan for the station subareas will achieve benefits at global, regional, community, and neighborhood levels, as shown on the next page in **Figure 2-1**.

Participants in the Process

The City has involved the overall community as well as key property owners, neighborhood and community groups, regional interests, and others in station subarea planning. City staff members have led public and stakeholder involvement activities for the station subarea planning process with coordination and facilitation support from consultants. A brief summary of participants in the station subarea planning process follows.

OVERALL COMMUNITY

The entire Shoreline community has been invited to participate in station subarea planning efforts via targeted mailings, Currents articles, web pages, email distribution lists, and other City notification systems.

Overall community demographics were considered in the process, including the following information from the Shoreline Comprehensive Plan and other sources.

- ▶ Shoreline's 2013 population was estimated to be 54,790.
- ▶ The population has remained relatively stable, with an increase of only 245 between the 2010 census and the 2012 estimate.
- ▶ While the population has remained steady, demographics have been changing, including two noticeable trends:
 - ▷ Greater diversity in the community—the white population of Shoreline declined by 8 percent between 2000 and 2010.
 - ▷ Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010
- ▶ Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- ▶ The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

WHAT ARE THE BENEFITS?



PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion



COMMUNITY

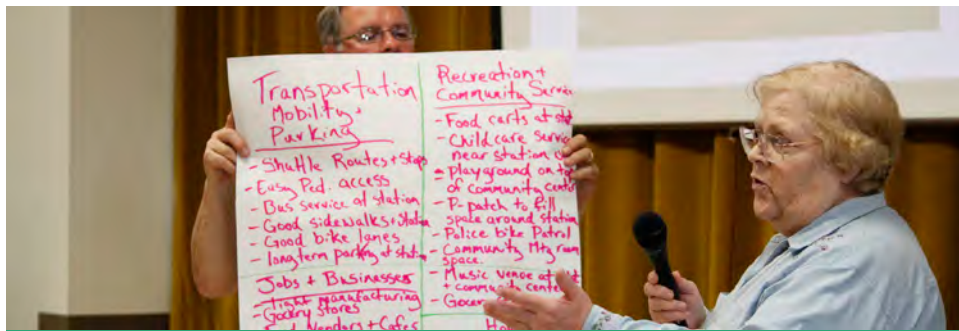
- Promoting access and connectivity
- Increasing livability, employment, and housing options



NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services

FIGURE 2-1: The Benefits of Transit-Oriented Development



Public & Stakeholder Meeting, August 2013



- ▶ The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- ▶ Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- ▶ “Baby boomers,” those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- ▶ Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- ▶ An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- ▶ The median value of owner-occupied housing in Shoreline was \$205,300 in 1999 and at the time of the Comprehensive Plan update in 2012, it was estimated at \$372,200 (2008-2010 American Community Survey). The estimated median monthly rent for 2012 was \$982.

NEIGHBORHOOD INTERESTS

Neighborhood interests include neighborhood organizations and local groups with an interest in the station subarea planning process. There are three levels of neighborhood interests:

1. **NEIGHBORHOODS THAT ARE PART OF THE DESIGNATED SUBAREAS OF EACH LIGHT RAIL STATION**—these neighborhoods potentially will experience the most change in the coming decades as land uses around the light rail station transform.
2. **NEIGHBORHOODS ADJACENT TO OR NEARBY THE SUBAREAS**—residents of these neighborhoods will benefit from improved transit accessibility, but will be less impacted by the other aspects of redevelopment.

3. **OTHER NEIGHBORHOODS THROUGHOUT THE CITY**—these neighborhoods typically would not experience land use change related to light rail implementation, but there may be some transportation changes that would help residents get to and from the stations, such as improved bicycling routes, enhanced local bus service, park and ride, etc.

Neighborhoods that are part of designated subareas of each light rail station include the following.

- ▶ 185th station area neighborhoods:
 - ▷ North City
 - ▷ Echo Lake
 - ▷ Meridian Park

The 185th Station Citizens Committee (185SCC) is a specific group formed for the subarea planning process. 185SCC has been meeting on a monthly basis and has served as a sounding board for ideas developed for the subarea.

- ▶ 185th station area adjacent neighborhoods:
 - ▷ Ridgecrest
 - ▷ Ballinger

Neighborhoods throughout the rest of Shoreline include the following.

- ▷ The Highlands
- ▷ Highland Terrace
- ▷ Richmond Highlands
- ▷ Hillwood
- ▷ Richmond Beach
- ▷ Innis Arden

While these neighborhoods will not be directly affected by the proposed land uses and redevelopment recommendations in the subarea plan, residents from these areas likely will use light rail transit and may access the station and station subarea on a periodic or regular basis.

COMMUNITY-BASED ORGANIZATIONS

In addition to neighborhood interests, several community-based organizations exist in Shoreline, such as:

- ▶ Local organizations: Solar Shoreline, Diggin' Shoreline, and the Shoreline Farmers Market
- ▶ Surrounding Cities' Neighborhoods: North Seattle, South Edmonds, Town of Woodway, South Mountlake Terrace, West Lake Forest Park
- ▶ Shoreline Chamber of Commerce
- ▶ Others that may form or become active as time goes on

REGIONAL INTERESTS AND STAKEHOLDERS

Other agencies and organizations across the Puget Sound Region are committing resources to planning transit-oriented communities and promoting balanced land use and transportation solutions, or may have other interests in the station subarea planning process. These include:





Design Dialogue Workshop #1

- ▶ Puget Sound Regional Council/Growing Transit Communities Partnership
- ▶ Leadership and staff from neighboring cities, such as Lake Forest Park, Lynnwood, Snohomish County cities, and others
- ▶ Senior Services
- ▶ SeaShore Transportation Forum (Regional Coalition)
- ▶ Cascade Bicycle Club
- ▶ Futurewise (Local Chapter)
- ▶ Sierra Club (Local Chapter)
- ▶ 350.org (Local Chapter)
- ▶ Forterra
- ▶ Native American Tribes (Tulalip, Muckleshoot)

The subarea planning process has engaged a broad spectrum of interests and stakeholders—including the general community of Shoreline, as well as neighborhood groups, community-based organizations, regional interests, and key property owners.

KEY PROPERTY OWNERS

In addition to the regional interests and stakeholders listed above, the City of Shoreline has worked closely with key property owners during the station area planning process:

- ▶ Sound Transit—Constructing the light rail system and station improvements, including parking
- ▶ Shoreline School District—Public property owner in the 185th Station subarea
- ▶ Seattle City Light—Public property owner in the 185th Station subarea
- ▶ Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 185th Station subarea
- ▶ All City departments
- ▶ Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public Utilities)
- ▶ Private property owners in the station subarea

Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 185th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- ▶ **CITY WEBSITE POSTINGS/PROJECT WEBPAGES.** The City has posted information on its website and created project webpages for the subarea plan and Environmental Impact Statements (Draft and Final), accessible via: www.shorelinewa.gov/lightrail. The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and EISs. Information related to the Planned Action Ordinance and FEIS also is available on a subpage of: www.shorelinewa.gov/185FEIS.

- **COMMUNITY WORKSHOPS/PUBLIC MEETINGS.** The City has hosted multiple community workshops and public meetings during the Vision, Explore, & Analyze stages of work. Visioning workshops were held in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea.

A community design workshop series and various stakeholder sessions were held in October and November 2013, including a community workshop open to the public in November 6, 2013. The focus of these workshop sessions was review of opportunities and challenges in the station subarea and exploring possible ideas for how change and transition could be managed. The City and OTAK engaged attendees in a planning exercise to graphically illustrate potential options for organization of land uses in the subarea. One of the key outcomes of these workshop sessions was the community's suggestion to focus redevelopment along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor between Aurora Avenue N and North City.

A second community design workshop was held on February 20, 2014 (during the environmental scoping period). Representatives from the City also met with several stakeholder groups, interested agencies, and organizations in February and March 2014. This workshop focused on presenting a preliminary range of alternatives to be studied in the DEIS and gathering public input and comments on these.

The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 185SCC group, as well as representatives from Shoreline School District, Sound Transit, Seattle City Light, and various community interest groups. Participants were able to provide input on a variety of topics. The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and



Public & Stakeholder Meeting, August 2013

illustrate possible solutions through sketch-up and visualization graphics. A general public meeting also was held as part of the series. Community meetings were noticed on the project website, press releases and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists.

- **SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS.** City staff and members of the project team gave special briefings and presentations and provided information at meetings of various groups and special events in the community during the planning process. This included having project information on hand at venues such as the Farmers Market, Celebrate Shoreline, and other events. Display materials identified the subarea planning boundaries, alternatives under analysis, project timelines, and other information. Displays (both online and real-time) also promoted “walkshops”. Activities included inviting participants at various workshops and events to submit ideas via a photo journal (ideas written on white boards, held up by the submitters, and photographed).
- **WALKSHOPS/WALKING TOUR MAPS.** Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the

summers of 2013 and 2014. Participants could walk, bicycle, drive, or take a virtual tour of the routes in the map and were prompted to consider potential ideas for redevelopment and improvements needed along the way. The maps illustrate existing conditions, with photos of existing streets and sites in the station areas.

- ▶ **VISUALIZATION GRAPHICS.** The project team developed visualization graphics using sketch-up models and perspective illustrations to show the public what various station subarea planning alternatives might look like, if implemented. Viewers were able to look at the sketch models multiple perspectives and get a sense of possibilities for how the station area might change over time.
- ▶ **DEIS SCOPING COMMENT PERIOD.** The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a Planned Action DEIS. Specific public engagement methods were provided to support the Planned Action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied. Public and agency comments were solicited in a 21-day scoping period from January 16, 2014 to March 6, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the DEIS and offer written suggestions. In addition, the City documented comments received from the public in the February 20, 2014 meeting related to scoping and answered questions about the subarea plan and DEIS.

Based on public and stakeholder input received, analysis of public services (including police, fire, and school services) was added to the scope of the DEIS. Surface water runoff and management also was added, as part of the Utilities section, along with habitat and vegetation considerations (see Parks, Recreation, and Open Space section).

- ▶ **DEIS COMMENT PERIOD AND PUBLIC MEETING.** The DEIS was released for public review on June 9, 2014, initiating a comment

period through July 10, 2014. The general public, as well as public agencies and stakeholders, were invited to submit comments on the alternatives, as well as on identified environmental impacts and mitigation measures. A public meeting was held on June 3, 2014 to introduce components of the DEIS, including potential impacts and mitigation measures, prior to release of the full document. This Final Environmental Impact Statement (FEIS) provides responses to comments received on the analysis in the DEIS.

- ▶ **POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS.** Several meetings have been held by Planning Commission and City Council, which were open to the public. Meetings in July and August 2014 focused on discussion of a preferred alternative to be studied in the FEIS. Discussion about development regulations and related updates to the Development Code to support implementation of the subarea plan occurred in Planning Commission meetings from August through November 2014.
 - ▶ July 10, 2014 Planning Commission public hearing on the DEIS and recommendation of preferred alternative to be studied in the FEIS
 - ▶ August 7, 2014 Planning Commission meeting about potential Development Code regulations
 - ▶ August 11, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
 - ▶ August 25, 2014 City Council meeting about selecting a Preferred Alternative zoning scenario
 - ▶ September 4, 2014 Planning Commission meeting about potential Development Code regulations
 - ▶ September 18, 2014 Planning Commission meeting about potential Development Code regulations
 - ▶ September 29, 2014 Joint Planning Commission and City Council meeting about the potential to phase zoning
 - ▶ October 2, 2015 Planning Commission meeting about

potential Development Code regulations

- ▷ October 16, 2014 Planning Commission meeting about potential Development Code regulations
- ▷ November 6, 2014 Planning Commission meeting about potential Development Code regulations
- ▷ November 20, 2014 Planning Commission meeting focused on an introduction to the FEIS
- ▷ December 4, 2014 Planning Commission meeting about subarea plan and Planned Action Ordinance
- ▷ December 18, 2014 Planning Commission meeting about any unfinished items
- ▷ January 15, 2015 Public Hearing on full Subarea Plan package, including Development Regulations and Zoning
- ▷ February 9 & 23, 2015 City Council meetings on full 185th Street Subarea Plan package
- ▷ March 23, 2015 City Council meeting—Adoption of 185th Street Subarea Plan

Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information is available on the following web pages by meeting date.

PLANNING COMMISSION: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>

CITY COUNCIL: <http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings>

FLYERS, INFORMATION SHEETS ("101s"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS

A variety of public information sheets and outreach materials have been developed during the station subarea planning process to broaden

awareness and educate the public about key aspects related to creating transit-oriented communities.

The City developed a Frequently Asked Questions (FAQs) sheet, (available at: www.shorelinewa.gov/lightrail). Information sheets about affordable housing and property values and taxes also were made available at various meetings and workshops. The City also prepared press releases and articles for Currents (the City's newspaper) and developed and distributed postcards, flyers, and other materials to announce public meetings and workshops and guide people to online information. Comment forms, digital media presentations, and City staff from various departments were available at public meetings.

INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

In addition to the City's efforts, several other entities are engaging the public and stakeholders as part of their efforts.

- ▶ **SOUND TRANSIT** has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board will be releasing its Final Environmental Impact Statement for the Lynnwood Link Extension project in 2015. For more information, visit: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>
- ▶ **THE 185TH STATION CITIZENS COMMITTEE (185SCC)** involves residents of Meridian Park, Echo Lake, and North City neighborhoods, as well as others who are working on creating the vision for the future of their neighborhoods with light rail. Anyone is welcome to attend their monthly meetings. For more information visit: http://be.futurewise.org/content_item/shoreline185-aboutus
- ▶ **SENIOR SERVICES**, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11th, 2013 public meeting involving



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Shoreline's Korean community and the August 7th, 2013 event that focused on engaging folks of modest means.

For a video of the Korean community meeting, visit: <http://www.youtube.com/watch?v=IWBw3psGB1s#t=11>

For a video of the meeting with folks of modest means, visit: <http://www.youtube.com/watch?v=mYpNSNalyIA>

- **FUTUREWISE**, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013 and provided outreach to the public related to the benefits of implementing transit oriented communities.

Senior Services and Futurewise received grant funding from the Equity Network through the Growing Transit Communities Partnership administered by Puget Sound Regional Council.

Outcomes of Community and Stakeholder Engagement— What We Heard

Extensive comments and input gathered during the subarea planning process helped to shape the plan. Workshop participants shared their ideas related to future opportunities in the subarea, as well as for strengthening neighborhood identity, improving multi-modal access to transit, and providing a range of housing choices attractively designed to fit the neighborhood.

Several common themes emerged from the discussions in workshop sessions, meetings with 185SCC, and interactions with various interest groups and stakeholders. Although overall a diverse spectrum of comments were offered by workshop participants, the common themes summarized below were mentioned multiple times and represented areas of alignment among different groups.

- ▶ **EAST-WEST CONNECTIONS**—185th Street as a new “Main Street” in the Subarea—Workshop participants stated that while there are several strong north-south connections in Shoreline, east-west connections are lacking. With the new potential light rail station, there is an opportunity for 185th Street to become an enhanced multi-modal corridor and connecting route for pedestrians, bicyclists, buses, and cars to and from the station. Designing to accommodate all of these travelers will be critical to the success of the neighborhood. This east-west connection further evolved into consideration of the N-NE 185th Street/10th Avenue N/NE 180th Street corridor between Shoreline Town Center/Aurora Avenue N and North City as the key connecting corridor of the subarea, with the idea that these signature streets should be well-designed, and with this corridor functioning as a key “main street” of the subarea. Framing land use and zoning changes along this connecting corridor was a common suggestion.
- ▶ **STRENGTHENING NEIGHBORHOOD IDENTITY/MAINTAIN A RESIDENTIAL “VILLAGE” FOCUS**—Participants expressed interest in creating a stronger neighborhood identity and sense of place around the station and in the subarea. Thinking of this area as a “village” with the core of the village at the transit station was a commonly expressed idea. The idea of more public spaces, art, gathering places for the neighborhood, and other amenities appealed to participants as tools to help build a stronger neighborhood. Many participants expressed the importance of maintaining the livable quality of the Shoreline community and agreed with the approach of increased residential densities and various types of multifamily and single family residential development around the light rail station. Participants also agreed with the need to provide transitions between land uses through zoning and design standards. Throughout the planning process, participants continued to express the need for a variety of housing choices that are well designed, serving as an enhancement to the community, as well as for affordable housing options to fit a full range of income levels.
- ▶ **COMPLETE STREETS AND PEDESTRIAN AND BICYCLE CONNECTIONS**—Many expressed the need for improving pedestrian and bicycle facilities in the subarea, making streets “complete” and enhancing connections to and from the light rail station. The importance of a strong connection across I-5 at the light rail station was discussed, with everything from a separated pedestrian/bicycle bridge to a concept of building a lid over I-5 in the vicinity of the station being offered as ideas. The importance of strengthening access to/from west side neighborhoods and to/from the park-and-ride garage was mentioned multiple times in the discussions. All through the planning process participants emphasized the importance of providing good multi-modal connectivity throughout the subarea.

- ▶ **COMMERCIAL DEVELOPMENT POTENTIAL**—Workshop participants stated that while Shoreline has designated areas along Aurora Avenue N (Westminster/Aurora Square) and North City for more intensive commercial development, new development has been slow in happening. If additional commercial uses were designated for the NE 185th Street subarea, these may draw investment away from the other locations the City is promoting for commercial growth. Participants suggested avoiding zoning too much commercial in the subarea and instead keeping commercial zoning to a minimum with a focus on neighborhood scale retail and uses supportive to the transit center.
- ▶ **NEIGHBORHOOD RETAIL AND TRANSIT-COMPATIBLE USES NEXT TO THE STATION**—In considering neighborhood retail options, participants felt that uses that provide conveniences to transit riders would be best, such as coffee shops, cafés, a convenience store, dry cleaning, etc. These types of uses also would serve neighborhood residents.
- ▶ **NEIGHBORHOOD TRAFFIC CONGESTION AND POTENTIAL PARKING IMPACTS**—Neighborhood representatives and residents in the subarea expressed concerns about how traffic congestion in the neighborhood can be mitigated related to autos accessing the park-and-ride transit garage (and the use of neighborhood streets to get to and from the garage). Some also mentioned concerns about people parking in the neighborhood from outside the area to access the light rail station. Meeting facilitators mentioned that transportation and parking would be key elements analyzed in the EIS.
- ▶ **SHARED PARKING**—Participants tended to prefer construction of a joint-use parking garage given the proposed structure's proximity to Shoreline Center. Participants felt that the parking area could serve a dual function of providing park and ride spaces for commuters during the day, and in the evening these could convert to parking spaces for community events and activities related to the Shoreline Center. Several participants asked if the stadium parking and existing park and ride will be factored into the amount of parking provided at the garage and if Sound Transit is considering shared parking opportunities.
- ▶ **OPPORTUNITIES FOR SHORELINE CENTER**—Numerous opportunities were identified for Shoreline Center based on the property's size. There was general realization that all the uses currently at the site could be arranged in a denser configuration. Participants suggested a mix of uses for the site including residential, commercial, community spaces, recreation uses, office, conference space, and hotel, as well as retaining the existing stadium and sports field use. Participants wondered if a more urban, multi-generational community center could be built at the site (on multiple levels) to house all the current community functions while opening the rest of the site up for redevelopment.
- ▶ **EMPHASIZING SHORELINE'S ASSETS**—Shoreline is known for its great schools, parks, and family-friendly neighborhoods. Participants thought that the future of the neighborhood should leverage these assets and support families—including moderate density housing, cluster and cottage housing, courtyards, flats, etc. with accessible open space areas and neighborhood parks, safe and complete streets, and easy access to school.

- ▶ **CONNECTING TO NORTH CITY**—Many workshop participants stated the importance of connecting this subarea with North City and that residents of this area (existing and future) will rely on North City as a commercial hub. NE 185th and NE 180th Streets were identified as key connections to North City. Pedestrian and bicycle improvements on these and connecting north-south streets will be critical to achieve this linkage between the subarea and North City.
- ▶ **MORE HOUSING, DONE WELL**—Participants were generally supportive of increased density in the subarea, including in the vicinity of the light rail station, and on NE 185th Street. There was a general level of support for mixed use (ground floor retail/active uses with housing above) up to four to six levels in height. In other parts of the neighborhood, responses varied on the potential height and density of housing. Some saw three stories/levels as the maximum throughout the rest of the subarea, while others preferred retaining more single family and compatible uses such as duplexes, row houses, townhouses, etc.
- ▶ **MAXIMIZING REDEVELOPMENT OPPORTUNITIES/DEVELOPMENT AGREEMENTS**—Many workshop participants stated support for working flexibly with developers on some key opportunity parcels in the station subarea through development agreements. It was anticipated that this process would provide the opportunity to facilitate integration of community facilities, affordable housing, amenities, parks and recreation facilities, green building approaches, and other favorable outcomes through density bonuses and working collaboratively and cooperatively with developers. More participants in the process favored the “Most Growth” scenario over the “Some Growth” scenario as a means for maximizing development opportunities and potential in the subarea. It was anticipated that more area of zoning change would provide more flexibility to accommodate future redevelopment plans over time.
- ▶ **CITY-SPECIFIC BUS ROUTES**—Although Shoreline will have access to frequent regional transit services (King County Metro RapidRide Line E on Aurora Avenue and Sound Transit Link light rail service), transit service throughout the city is still viewed as not as frequent and direct in providing access as needed. In particular, workshop participants felt it will be important to provide fast and frequent east-west bus service between the light rail line and bus rapid transit line on Aurora on corridors such as NE 185th Street and others. The idea of a circulator route providing fast and frequent access from Aurora/central Shoreline out to the light rail line and back throughout the day was mentioned.
- ▶ **PUBLIC SERVICES, INCLUDING SCHOOLS AND EMERGENCY SERVICES**—Multiple workshop session participants stated that the EIS should analyze potential effects on public services, such as police, fire, emergency services, as well as schools, as a result of increased population in the subarea.
- ▶ **UTILITY CAPACITY**—Participants requested that effects related to utility capacity and needed utility service improvements be analyzed in the EIS. Meeting facilitators explained that this was an element targeted for analysis in the EIS.
- ▶ **CAPITAL INVESTMENT STRATEGY**—Participants suggested that the station subarea plan include a specific capital investment strategy so that the City, Sound Transit, and other agencies could target investments in high priority areas to serve redevelopment in the station subarea.

